

University Region



2006-2010

Five Year Transportation Program

The University Region serves 10 counties in the heart of south-central Michigan including Clinton, Eaton, Hillsdale, Ingham, Jackson, Lenawee, Livingston, Monroe, Shiawassee and Washtenaw. The University Region's central location makes it the Acrossroads@ of the Lower Peninsula, with six major freeway corridors (I-69, I-75, I-94, I-96, US-23 and US-127) passing through the region as part of the national network of highways supporting commerce and international trade.

Three Transportation Service Centers (TSC) conduct core business activities of the department in the region: the Brighton TSC serves Livingston, Washtenaw and Monroe counties; the Lansing TSC, serves Clinton, Eaton, Ingham and Shiawassee counties, and; the Jackson TSC serves Jackson, Hillsdale and Lenawee counties.

The University Region is home to the state capitol and governmental functions, institutions of higher learning, including the state's two largest - the University of Michigan and Michigan State University - industrial and commercial centers and agricultural lands. This wide array of customers who depend on the surface transportation system provide exciting challenges for the University Region to continually find better ways to understand and meet their customer needs.

2005 Accomplishments

During FY 2005, the University Region continued to address freeway and non-freeway safety, operations and pavement condition and freeway bridge reconstruction and rehabilitation. The region focused on addressing the bridge needs of two of its primary freeway corridors: I-75 and I-94. Furthermore, the region continued to expand its customer base to accommodate a wide variety of customers' needs.



I-94 Corridor in Washtenaw County

The University Region completed the rehabilitation of nine bridges along the heavily-traveled I-94 commercial corridor. This project was the second of two bridge corridor projects completed on I-94 in Washtenaw County. This corridor project included the complete concrete reconstruction of the four ramps at the I-94 at Rawsonville Road interchange.

I-94 Corridor in Washtenaw County

A concrete patching and diamond grinding project was completed on mainline I-94 to provide a smooth ride to over 100,000 vehicles per day. During the design and construction of this large corridor project, meetings with local government agencies, emergency services, industry representatives and transit officials occurred to make sure that the project was sensitive to the needs of the community. Lane rental incentives were included to help minimize the disruptions to motorists.

US-12 Corridor in Pittsfield Township

The University Region completed major improvements and safety upgrades on three miles of US-12 in Pittsfield Township. This resurfacing project incorporated rehabilitation of the pavement surface, significant safety improvements and considerable bridge repairs. The project included coordination with Pittsfield Township regarding many issues, including a future non-motorized pathway and the proposed maintenance of traffic scheme. The project included disincentives to help shorten the construction duration of the project after discussions with residents, business owners, emergency service providers, industry representatives and Pittsfield Township officials.


I-75 corridor in Monroe County

The University Region rehabilitated the I-75 corridor in southeastern Michigan, which included the rehabilitating 25 bridges and the restoring of 15 miles of concrete pavement. The project was split into stages and incentives were included to lessen the impacts to motorists. During the design phase, the region coordinated with the local government agencies and emergency service providers to help develop a maintenance of traffic plan that minimized disruptions to the communities. Additionally, through a cooperative project between MDOT and the Department of Management and Budget, the I-75 Welcome Center was completely reconstructed.

M-36 corridor project in Hamburg Township

Using Congestion Mitigation and Air Quality funding, the University Region improved a half mile long segment of M-36 that contains commercial businesses and a busy intersection with Hamburg Road.

The improvement included a center-turn lane which enhanced traffic flow. Additionally, a traffic signal was installed at the intersection of M-36 and Hamburg Road. Due to the increasing volumes on M-36, this needed safety improvement will help to re-



lieve the congestion previously experienced by motorists waiting for vehicles turning left. This project was completed 75 days early, which allowed this busy recreational route to be free from lane closures on the Friday prior to Memorial Day.

Capitol Loop project in the City of Lansing

The University Region completed pavement reconstruction, sanitary sewer replacement, waterman replacement, signing, traffic signals and streetscape improvements. The streetscape improvements included adding brick paving, decorative street lights, new street furniture, pocket walls and ornamental plantings along Allegan, Ottawa, and Cedar/Larch Streets to improve the aesthetic appeal and look of downtown Lansing.

This two-year project included partnering efforts and hard work by MDOT, the city of Lansing, and contractors, and these efforts helped to re-open the remaining portion of the Capitol Loop 109 days early.

M-21 pavement rehabilitation in Clinton County

The University Region completed a 13.5-mile pavement rehabilitation of M-21 from the east village limit of Pewamo to the west city limit of St. Johns. The work also included intermittent drainage and safety enhancements, culvert replacements over the Waltz and Sturgis Drain, Lyon and Dean Drain, Kneeland Drain, and a private drain and bridge replacement of the bridge over the Lost Creek. Preventive maintenance work was also performed on M-21 from the city of Owosso to M-13. These projects finalized the Region's efforts to rehabilitate the pavement section and structures along M-21 from the Ionia/Clinton county line to the Shiawassee/Genesee county line.

US-127 pavement rehabilitation in Ingham County

The University Region completed a 12.9-mile pavement rehabilitation of US-127 from M-36 to I-96 in Ingham County. The work also included rehabilitation of 12 structures along US-127.

I-69 Business Loop pavement rehabilitation in Ingham County

The University Region completed a 3.3-mile pavement rehabilitation of I-69BL from Hagadorn Road to Old M-78 in the city of East Lansing, Meridian and Bath townships, Ingham and Clinton counties. The roadway improvements included the addition of indirect left turn lanes at Park Lake Road and Lake Lansing Road along with intermittent drainage and safety enhancements.

M-50 Rehabilitation in the City of Tecumseh

The University Region completed a one-mile rehabilitation of M-50 in the city of Tecumseh. This project included a MDOT enhancement grant for a non-motorized pathway and streetscaping along with roadway improvements to add a center left-turn lane, curbing and storm sewer improvements. Coordination of the enhancement project involved partnering sessions with the Downtown Development Authority and City of Tecumseh staff.

M-34 Rehabilitation in Lenawee and Hillsdale Counties

The University Region completed a 16.8-mile rehabilitation of M-34 in Lenawee and Hillsdale Counties. This project included resurfacing, safety improvements and major culvert replacements. By combining preventative maintenance and rehabilitation funding, the region was able to maximize available funding to help the department achieve its pavement condition goals.

M-50 corridor upgrade north of the city of Jackson

The University Region improved the safety of M-50 and Hendee Road by adding a center-turn lane and of M-50 and Rives Junction Highway by adding a center-turn lane, installing a traffic signal, upgrading the super elevation and removing roadside obstacles. These safety projects were packaged with a 1.7-mile preventative maintenance project to improve pavement condition on M-50 from Rives Junction Highway to Hendee Road.

The reconstruction of the bridge carrying M-50 over US-127 has been completed. The project included safety upgrades to M-50 and US-127 and required extensive coordination with local agencies during the design and construction phases to accommodate the required detour routes selected for the project. The Jackson TSC also held informal public meetings to inform stakeholders about the construction projects.

M-52 Rehabilitation in Lenawee County

In 2005, the University Region completed the first of two projects that will rehabilitate the M-52 corridor between the state of Ohio and the city of Adrian. M-52 is an important commerce link to the state of Ohio. This 5.5-mile rehabilitation finished the first half of the corridor, and the remainder will be completed in 2006.

Other Special Accomplishments include:

- **Project U-Turn:** The Jackson TSC participated in the Fitness Council of Jackson's Annual Dinner and continues to work with the council to investigate ways to improve Jackson's transportation system for pedestrian and cyclists.
- University Region staff are a part of a committee to study the **Jackson Amtrak Depot**. The committee is studying ways to create an Intermodal Transportation Facility.
- **The University Region is partnering with MDOT Aeronautics to jointly mitigate wetlands in Livingston County.** The study phase for the M-59 expansion project is nearing completion. It has been discovered that, wetland mitigation will be necessary. The Livingston County Airport is performing an expansion of its existing runway. The study revealed that wetland mitigation will be necessary to accommodate the length of the project at the airport.

The Region and MDOT's Bureau of Aeronautics staff agreed to jointly mitigate the wetlands for both projects and are currently finishing the design of the new wetland. The agreement calls for the land to be provided by Aeronautics and the construction of the wetland to be funded by the Wetland Mitigation Program.

- In FY2005, the University Region completed an access management study for **US-24 in the city of Monroe and Frenchtown Township**. This is a heavily commercialized area with multiple access points. The region worked with the area local units of government to initiate this study.
- During 2005, the City of Saline, Pittsfield Township, the Washtenaw County Road Commission and the Brighton TSC continued to implement the findings of the **US-12 Access Management Study**. MDOT staff is working closely with the local agencies to address the traffic needs of the US-12 corridor near State Road related to a new Wal-Mart development.
- In 2005, the University Region began working with the cities of Ann Arbor and Ypsilanti and the townships of Pittsfield and Ypsilanti to initiate an access management study of the Jackson Avenue, Huron Avenue, Washtenaw Avenue, Michigan Avenue and Ecorse Road (I-94BL/US-23BR/M-17/US-12BR) corridor.

Five Year Road and Bridge Program

The road and bridge preservation projects identified in this 2006 to 2010 Five Year Transportation Program for the University Region total approximately \$379 million (Note: this does not include \$78 million in CPM work). Investment is allocated in the following manner:

Amount in Millions of Dollars FY 2006 through FY 2010				
University Region	Other Funding	Preserve First Funds	Jobs Today Funds	Total
Road Preservation	\$281	\$12	\$15	\$308
Bridge Preservation	\$66	\$4	\$1	\$71
Road & Bridge CPM	\$56	\$8	\$15	\$78
Total 2006-2010	\$403	\$24	\$31	\$457

Capital preventive maintenance (CPM) projects are planned for a significant number of pavements and structures that do not require extensive repairs during this Five Year Plan period. The CPM projects are short-term fixes, adding from five to ten years of life to a pavement or maintaining the existing bridge condition.

The Jobs Today investment initiative for the University Region will provide approximately \$15 million for CPM work in FY 2006.

(Road Preservation amounts include Passing Relief Lane and Roadside facilities.)

(Amounts are rounded to the nearest million dollars)

University Region	Route Miles	Number of Bridges and other Structures
Total in Region	1,344	985
Scheduled Work	206	61
Percentage of Region	15%	6%

The 2006-2010 program for road preservation work reflects approximately 206 miles (15 %) of the University Region's 1,344 route miles of state trunklines during the next five years.

The 2006-2010 program for bridge preservation work will address 61 (6 %) of region's 985 trunkline bridges and structures.

In 2006, the University Region's primary focus will be to improve the condition of the region's non-freeway road system, while continuing to address the freeway bridge system. The Region will rehabilitate bridges along two of its major freeway corridors. The rehabilitation projects will be completed in 2006 and will address the condition needs of the bridges along the I-75 and US-23 corridors. In addition, rehabilitation of thirteen non-freeway bridges will be completed in 2006


The Region will also continue its commitment to improve operations and maximize capacity along the existing highways at or near the region's high-growth areas. Region and TSC staff will continue to work proactively with local units of government to identify ways, such as access management, to improve operational efficiency and safety, and to get the most out of the current surface transportation system.

Consistent with the State Transportation Commission Policy, Region and TSC staffs are proactively investigating opportunities to improve the aesthetics of our highways and bridges. If practical, aesthetic treatments are included in the design features of bridge structures and roadsides. In the planning stages of urban reconstruction projects, MDOT works with local communities to identify and pursue funding for streetscape and landscape improvements.

Public Involvement

Two meetings were held in the University Region. The first was at the Region Office in Jackson on December 5, 2005. The meeting was positive and there was a sense that MDOT had improved coordination with local governments/organizations. Additionally there were comments about a need to further publicize the meetings to draw more attendees. The second meeting was held on December 6, 2005, in Green Oak Twp, Livingston County. This meeting was attended by 30 citizens and government representatives.

An over-whelming theme of the meeting was a desire to continue strengthening the state's economy by encouraging development in Livingston County, specifically



through the construction of a bridge and interchange at I-96 and Latson Rd. There was also much interest in seeing improved travel conditions on many of the major corridors in the Region. Specifically mentioned were the US-23 and M-59 corridors. These comments were often motivated by safety and basic mobility concerns as well.

I-94 Consensus Building Committee, City of Jackson

These facilitated sessions were begun early in 2004 to find an additional alternative at the interchange of I-94/US-127/M-50. The initial I-94 Modernization Study was unable to arrive at an alternative that satisfied MDOT and local agency concerns. The committee finalized its selection of the additional alternative to be included in the Final Environmental Impact Statement and a public meeting was held in February of 2005.

US-24 Access Management Study in Monroe County

Public and steering committee meetings for an Access Management Study in Monroe County were held to obtain local input. The Access Management plan will provide a strategy to implement access management through a combination of traffic engineering measures, local land use regulations, and close coordination among transportation and land use decision makers.

Capitol Loop, City of Lansing

This project included public information pieces to help the public navigate through the construction project in downtown Lansing. These efforts included weekly public information meetings, a list-serve that was created to inform public employees, a Web site, and many public meetings before construction began.

Some other examples of public involvement and Context Sensitive Solutions

- Road projects delayed in Pinckney and Tecumseh to coordinate local enhancements
- Community-in-Motion summit held in Jackson County; MDOT participated in a one-day discussion, listening and partnering session to discuss accessibility to all modes of transportation throughout the county.
- The reconstruction of the I-96 Business Loop in downtown Howell also involved coordinating enhancements and streetscape work with the city.

Corridor Improvement Strategies

The University Region continues to use a corridor approach to develop construction projects. All elements of the transportation system within a corridor are evaluated and repaired or rebuilt when work is planned. This reduces the number of times major construction occurs in a given area and focuses major construction activity to a few locations, leaving other routes available to motorists wishing to avoid construction zones.

2006-2010 ROAD & BRIDGE PROGRAM

UNIVERSITY BRIDGE - REPLACEMENT AND REHABILITATION

COUNTY	ROUTE(COMMON NAME)	DIR.	LOCATION	TYPE OF WORK	LENGTH	2006	2007	2008	2009	2010
CLINTON	I-69		US-127 BUSINESS ROUTE OVER I-69	DECK REPLACEMENT	0.000					CON
CLINTON	I-96		I-96 EB OVER GRANGE ROAD	SUPERSTRUCTURE REPLACEMENT	0.000		CON			
CLINTON	I-96		I-96 WB OVER GRANGE ROAD	SUPERSTRUCTURE REPLACEMENT	0.000		CON			
CLINTON	I-96		I-96 EB OVER CSX RAILROAD	OVERLAY - DEEP	0.000	CON				
CLINTON	I-96		I-96 WB OVER CSX RAILROAD	OVERLAY - DEEP	0.000	CON				
CLINTON	REGIONWIDE		CLINTONIA ROAD OVER I-96	OVERLAY - SHALLOW	0.100	CON				
CLINTON	US-27 BR		US-27 BUSINESS ROUTE OVER LOOKING GLASS RIVER	BRIDGE REPLACEMENT	0.000					CON
CLINTON	US-27BR		US-27 BR OVER CM RR (ABN)	BRIDGE REPLACEMENT	0.000					CON
EATON	I-96	PF	I-96 EB OVER GRAND RIVER	OVERLAY - DEEP	0.000	CON				
EATON	I-96	PF	I-96 WB OVER GRAND RIVER	OVERLAY - DEEP	0.000	CON				
EATON	I-96		I-69 WB TO I-96 EB OVER GRAND RIVER	SCOUR PROTECTION	0.000	CON				
EATON	M-78 (Battle Creek Highway)		M-78 OVER BATTLE CREEK RIVER	BRIDGE REPLACEMENT	0.000	CON				
HILLSDALE	M-49		M-49 OVER ST JOSEPH RIVER	OVERLAY - DEEP	0.000			CON		
INGHAM	I-496 SB		SB I-496 TO EB 96 OVER I-96WB	BRIDGE REPLACEMENT	0.000				CON	
INGHAM	M-43		M-43 WB OVER GTW RAILROAD	SUPERSTRUCTURE REPLACEMENT	0.010					CON
INGHAM	US-127		US-127 NB OVER CONRAIL RAILROAD AND HUNTOON CREEK	SUPERSTRUCTURE REPLACEMENT	0.000			CON		
INGHAM	US-127		US-127 SB OVER CONRAIL RAILROAD AND HUNTOON CREEK	SUPERSTRUCTURE REPLACEMENT	0.000			CON		
JACKSON	I-94		I-94 OVER SANDSTONE RIVER	DECK REPLACEMENT	0.000			CON		
JACKSON	I-94		I-94 OVER I-94 BUSINESS LOOP SB	BRIDGE REMOVAL	0.157		CON			
JACKSON	I-94		SARGENT ROAD OVER I-94	OVERLAY - DEEP	0.157		CON			
JACKSON	M-50 / US-127 BR (West Avenue)		M-50, US-127BR OVER CONRAIL	REPLACE BRIDGE, ADD LANES	0.000				CON	
JACKSON	US-127		US-127 NB OVER CONRAIL RAILROAD	OVERLAY - DEEP	6.493			CON		
JACKSON	US-127		US-127 SB OVER CONRAIL RAILROAD	OVERLAY - DEEP	6.493			CON		
JACKSON	US-127		US-127, M-50 NB OVER PARNELL ROAD	OVERLAY - EPOXY	6.493			CON		
JACKSON	US-127		US-127, M-50 SB OVER PARNELL ROAD	OVERLAY - EPOXY	6.493			CON		
JACKSON	US-127		US-127 NB OVER BERRY ROAD	OVERLAY - DEEP	6.493			CON		
JACKSON	US-127		US-127 SB OVER BERRY ROAD	OVERLAY - DEEP	6.493			CON		
JACKSON	US-127		US-127 NB OVER TERRITORIAL ROAD	OVERLAY - DEEP	6.493			CON		
JACKSON	US-127		US-127 SB OVER TERRITORIAL ROAD	OVERLAY - DEEP	6.493			CON		
JACKSON	US-127		SPRINGPORT ROAD OVER US-127	DECK REPLACEMENT	0.000			CON		
JACKSON	US-127		M-50 OVER US-127	DECK REPLACEMENT	0.000					CON
LENAWEE	M-52		M-52 OVER BLACK CREEK	SUPERSTRUCTURE REPLACEMENT	0.000	CON				
LENAWEE	US-223		US-223 OVER MDOT RAILROAD AND M-34	BRIDGE REPLACEMENT	0.000	CON				
LENAWEE	US-223		OVER ADRAIN & BLISSFIELD RR AND M-34	BRIDGE MISCELLANEOUS	0.405	CON				
LIVINGSTON	I-96		PLEASANT VALLEY ROAD OVER I-96	OVERLAY - DEEP	0.000				CON	
LIVINGSTON	I-96		KENSINGTON ROAD OVER I-96	OVERLAY - DEEP	0.000				CON	
LIVINGSTON	M-155		M-155 OVER SOUTH BRANCH SHIAWASSEE RIVER	BRIDGE REPLACEMENT	0.000		CON			
LIVINGSTON	US-23		US-23 OVER M-36	OVERLAY - SHALLOW	0.000	CON				
MONROE	I-75	PF	SOUTH HURON RIVER DRIVE OVER I-75	BRIDGE REPLACEMENT	0.000		CON			
MONROE	I-75		STERNES ROAD OVER I-75	BRIDGE REPLACEMENT	0.000				CON	
MONROE	M-125		M-125 OVER LITTLE SANDY CREEK	BRIDGE REPLACEMENT	0.000	CON				

2006-2010 ROAD & BRIDGE PROGRAM

UNIVERSITY BRIDGE - REPLACEMENT AND REHABILITATION

COUNTY	ROUTE(COMMON NAME)	DIR.	LOCATION	TYPE OF WORK	LENGTH	2006	2007	2008	2009	2010
MONROE	M-125		M-125 OVER BRANCH SANDY CREEK	BRIDGE REPLACEMENT	0.000	CON				
MONROE	M-125	JT	M-125 OVER OTTER CREEK	OVERLAY - DEEP	0.000	CON				
MONROE	US-24		US-24 OVER LITTLE SANDY CREEK	CULVERT REPLACEMENT	0.010					CON
MONROE	US-24		US-24 OVER SANDY CREEK	BRIDGE REPLACEMENT	0.000	CON				
MONROE	US-24		US-24 OVER CSX RAILROAD	OVERLAY - DEEP	0.000	CON				
SHIAWASSEE	M-21		M-21 OVER THOMPSON DRAIN	BRIDGE REPLACEMENT	0.270				CON	
SHIAWASSEE	M-21		M-21 OVER LIMBARD COUNTY DRAIN	CULVERT REPLACEMENT	0.270				CON	
SHIAWASSEE	OLD M-78		OLD M-78 EB OVER SOUTH BRANCH LOOKING GLASS RIVER	BRIDGE REPLACEMENT	0.000				CON	
STATE WIDE	REGIONWIDE		UNIVERSITY - REGIONWIDE	MISCELLANEOUS	0.000	CON				
WASHTENAW	M-14		GOTTFREDSON ROAD OVER M-14	DECK REPLACEMENT	0.830		CON			
WASHTENAW	M-14		M-14 OVER FLEMING CREEK	OVERLAY - DEEP	2.670		CON			
WASHTENAW	M-14		M-153 CONNECTOR RAMP C OVER M-14	DECK REPLACEMENT	2.670		CON			
WASHTENAW	M-14		M-153 CONNECTOR RAMP B OVER M-14	DECK REPLACEMENT	2.670		CON			
WASHTENAW	M-14		CURTIS ROAD OVER M-14	OVERLAY - DEEP	2.670		CON			
WASHTENAW	M-14		JOY ROAD OVER M-14	OVERLAY - EPOXY	2.670		CON			
WASHTENAW	M-52		M-52 OVER RAISIN RIVER	OVERLAY - DEEP	0.000			CON		
WASHTENAW	US-12 BR		US-12 BUSINESS ROUTE, M-17 OVER HURON RIVER	SUPERSTRUCTURE REPAIR	0.000		CON			
WASHTENAW	US-23		US-23 NB OVER MDOT RAILROAD	OVERLAY - SHALLOW	0.000	CON				
WASHTENAW	US-23		US-23 SB OVER MDOT RAILROAD	OVERLAY - SHALLOW	0.000	CON				
WASHTENAW	US-23		8 MILE ROAD OVER US-23	OVERLAY - SHALLOW	0.000	CON				
WASHTENAW	US-23		US-23 NB OVER BARKER ROAD	OVERLAY - SHALLOW	0.000	CON				
WASHTENAW	US-23		US-23 SB OVER BARKER ROAD	OVERLAY - SHALLOW	0.000	CON				
					10.945					

2006-2010 ROAD & BRIDGE PROGRAM

UNIVERSITY NOISE ABATEMENT

COUNTY	ROUTE(COMMON NAME)	DIR.	LOCATION	TYPE OF WORK	LENGTH	2006	2007	2008	2009	2010
INGHAM	US-127 SB		GRAND RIVER AVE TO LAKE LANSING ROAD	ROADSIDE FACILITIES - RELOCATION	0.591	CON				
					0.591					

2006-2010 ROAD & BRIDGE PROGRAM

UNIVERSITY PASSING RELIEF LANES

COUNTY	ROUTE(COMMON NAME)	DIR.	LOCATION	TYPE OF WORK	LENGTH	2006	2007	2008	2009	2010
LENAWEE	US-223		WEST OF RODISILER ROAD TO LENAWE E EAST COUNTY LINE	MINOR WIDENING	1.561			CON		
					1.561					

2006-2010 ROAD & BRIDGE PROGRAM

UNIVERSITY REPAIR AND REBUILD ROADS

COUNTY	ROUTE(COMMON NAME)	DIR.	LOCATION	TYPE OF WORK	LENGTH	2006	2007	2008	2009	2010
CLINTON	I-96		I-96 AT GRANGE ROAD	RESTORATION AND REHABILITATION	0.000		CON			
CLINTON	US-127 BR		TOWNSEND TO US-127	RESURFACE	4.116				CON	
EATON	I-69 NB		AT THE POTTERVILLE REST AREA	ROADSIDE FACILITIES - IMPROVE	1.000	CON				
EATON	M-78 (Battle Creek Highway)		BARRY COUNTY LINE TO BELLEVUE CITY LIMITS	RESURFACE	3.700	CON				
EATON	M-99 / M-50 (Main Street)		WEST OF HALLAWOOD LANE TO KIMBARK AVENUE	RESURFACE	1.955				CON	
EATON	US-27 OLD (Lansing Road)		I-69 TO GUINEA ROAD	RESTORATION AND REHABILITATION	9.190		CON			
HILLSDALE	M-49		READING CITY LIMITS	RECONSTRUCTION	1.496				CON	
HILLSDALE	M-49		US-12 TO M-99	RESURFACE	6.005			CON		
HILLSDALE	M-99		BACON STREET TO RAILROAD CROSSING	RECONSTRUCTION	0.693		CON			
HILLSDALE	M-99 OLD (Beck Road)		N JUNCTION M-99 TO S JUNCTION M-99 (BOTH LEGS)	FLEXIBLE & COMPOSITE PAVEMENTS - CPM	2.111	CON				
HILLSDALE	US-12		MOSCOW ROAD TO LENAWEЕ COUNTY LINE	RESURFACE	7.800	CON				
HILLSDALE	US-12		JONESVILLE EAST CITY LIMITS TO MOSCOW ROAD	RESURFACE	8.772				CON	
INGHAM	I-96		COLLEGE ROAD TO MERIDIAN ROAD	RECONSTRUCTION	6.213					CON
INGHAM	M-36		US-127 TO MASON EAST CITY LIMITS	RESURFACE	2.860			CON		
INGHAM	M-36		EAST OF MEECH ROAD TO M-52	RESURFACE	3.081	CON				
INGHAM	M-52	JT	M-36 (SOUTH JUNCTION) TO HOWELL ROAD	RESURFACE	6.236	CON				
INGHAM	M-52 (Stockbridge Road)		NOBLE ROAD TO M-43	RESURFACE	0.889					CON
JACKSON	I-94		DEARING ROAD INTERCHANGE	RECONSTRUCTION	0.015			CON		
JACKSON	I-94 BUSINESS LOOP	PF	US-127 TO I-94	RESURFACE	2.505		CON			
JACKSON	I-94 EB		AT THE SANDSTONE REST AREA	ROADSIDE FACILITIES - PRESERVE	0.000		CON			
JACKSON	I-94 WB		AT THE GRASS LAKE REST AREA	ROADSIDE FACILITIES - IMPROVE	0.270		CON			
JACKSON	M-106 (Cooper Street)		SOUTH OF ELLIOT STREET TO BUNKER HILL ROAD	RESTORATION AND REHABILITATION	7.072	CON				
JACKSON	M-106 (Copper Road)		ROSEHILL ROAD TO SOUTH OF ELLIOTT ROAD	RESURFACE	2.552				CON	
JACKSON	M-50 (Clinton Road)		JACKSON N CO LINE TO W OF RIVES JUNCTION ROAD	FLEXIBLE & COMPOSITE PAVEMENTS - CPM	12.146		CON			
JACKSON	M-50 / US-127 BR		JACKSON SOUTH CITY LIMITS TO US-127	RESTORATION AND REHABILITATION	1.318				CON	
JACKSON	M-99	PF	DOWNTOWN SPRINGPORT	RECONSTRUCTION	0.323	CON				
JACKSON	M-99 (M-99)		SPRINGPORT VILLAGE LIMITS	RESURFACE	0.901					CON
JACKSON	M-99 (Eaton Rapids Road)		RAILROAD STREET TO M-50	FLEXIBLE & COMPOSITE PAVEMENTS - CPM	4.117	CON				
LENAWEE	M-156		OHIO STATE LN TO S JCT MAIN & LOCUST TO N OF PARK	FLEXIBLE & COMPOSITE PAVEMENTS - CPM	1.221	CON				
LENAWEE	M-34	JT	M-156 TO BEECHER ROAD	RESTORATION AND REHABILITATION	5.974	CON				
LENAWEE	M-50 (Monroe Road)		NORTLEY TO M-52	RESURFACE	4.851			CON		
LENAWEE	M-52 (South Adrian Highway)		OHIO STATE LINE TO PINE STREET	RESTORATION AND REHABILITATION	5.068	CON				
LENAWEE	M-52 (South Adrian Highway)		M-52 OVER NILE DITCH	RAILING REPLACEMENT	5.068	CON				
LENAWEE	M-52 (South Adrian Highway)		M-52 OVER BURGESS AYERS DRAIN	CULVERT REPLACEMENT	5.068	CON				
LENAWEE	M-52 (South Adrian Highway)		M-52 OVER CARPENTER & GREEN DRAIN	CULVERT REPLACEMENT	5.068	CON				
LENAWEE	M-52 (South Adrian Highway)		M-52 OVER KNAPP DRAIN	CULVERT REPLACEMENT	5.068	CON				
LENAWEE	M-52 (South Adrian Highway)		M-52 OVER ABBOTT DRAIN	CULVERT REPLACEMENT	5.068	CON				
LENAWEE	M-52 (South Adrian Highway)		M-52 OVER CASS & SMITH DRAIN	CULVERT REPLACEMENT	5.068	CON				
LENAWEE	US-12 (US-12)		US-127 TO M-50	RESURFACE	7.430	CON				
LENAWEE	US-223		ADRIAN/BLISSFIELD RAILROAD TO W OF SILBERHORN HWY	MINOR WIDENING	0.302					CON
LENAWEE	US-223		EAST OF SILBERHORN HWY TO WEST OF RODESILER ROAD	RESURFACE	2.706					CON

2006-2010 ROAD & BRIDGE PROGRAM

UNIVERSITY REPAIR AND REBUILD ROADS

COUNTY	ROUTE(COMMON NAME)	DIR.	LOCATION	TYPE OF WORK	LENGTH	2006	2007	2008	2009	2010
LIVINGSTON	I-96		FROM US-23 TO LIVINGSTON/OAKLAND COUNTY LINE	RECONSTRUCTION	3.977				CON	
LIVINGSTON	I-96 EB		HOWELL REST AREA	ROADSIDE FACILITIES - PRESERVE	0.000	CON				
LIVINGSTON	I-96 WB		AT THE FOWLerville WEIGH STATION	ROADSIDE FACILITIES - RELOCATION	0.000				CON	
LIVINGSTON	M-155		M-155 FROM MASON/NORTON TO END OF ROUTE	RESURFACE	1.929		CON			
LIVINGSTON	M-59	PF	M-59 FROM I-96 TO CSX RR	RESURFACE	0.373	CON				
LIVINGSTON	US-23		SILVER LAKE ROAD TO CSX RAILROAD	RESURFACE	3.625			CON		
LIVINGSTON	US-23		US-23 NB OVER HURON R	WIDEN-MAINT LANES	3.625			CON		
LIVINGSTON	US-23		US-23 SB OVER HURON R	WIDEN-MAINT LANES	3.625			CON		
MONROE	M-125 (Dixie Highway)	JT	I-75/M-125 CONNECTOR TO MONROE SOUTH CITY LIMITS	RESURFACE	8.587		CON			
MONROE	US-23		BRANCH OF MACON RIVER TO PLANK	RESURFACE	6.850		CON			
SHIAWASSEE	I-69		SHIAWASSEE RIVER TO EAST COUNTY LINE	RESURFACE	8.321	CON				
SHIAWASSEE	I-69		PEACOCK ROAD TO SHAFTSBURG ROAD	RECONSTRUCTION	4.422		CON			
SHIAWASSEE	I-69 OLD (West Lansing Road)		FROM M-52 TO 1.1 MILES EAST OF M-52	RESURFACE	1.100	CON				
SHIAWASSEE	M-52		ARDELEAN TO NORTH COUNTY LINE	RESURFACE	6.919			CON		
STATE WIDE	REGIONWIDE		UNIVERSITY - REGIONWIDE	MISCELLANEOUS	0.000	CON				
WASHTENAW	I-94		PINCKNEY, SPENCER, KALMBACH, OLD 12, FLETCHER	RESTORATION AND REHABILITATION	0.000		CON			
WASHTENAW	I-94		FREER ROAD TO PARKER ROAD, LIMA TOWNSHIP	RESURFACE	5.500					CON
WASHTENAW	M-153 (Ford Road)		FRAINS LAKE ROAD TO EAST COUNTY LINE	RESURFACE	3.524			CON		
WASHTENAW	M-17 (Ecorse Road)	JT	US-12 BR TO US-12	RESURFACE	1.862		CON			
WASHTENAW	M-52		AUSTIN TO MAIN AND MAIN TO DUTCH	RECONSTRUCTION	1.680			CON		
WASHTENAW	M-52		PLEASANT LAKE ROAD TO I-94	RESURFACE	6.531				CON	
WASHTENAW	US-12	PF	M-52 TO FELDKAMP ROAD	RESURFACE	8.807	CON				
WASHTENAW	US-12 (West Michigan Avenue)		SCHILL ROAD TO WEST OF AUSTIN ROAD	RESURFACE	3.491		CON			
WASHTENAW	US-12 (East Michigan Avenue)		US-12 FROM B01 TO MAPLE ROAD	RECONSTRUCTION	0.940					CON
					203.326					